

NASHUA CITY PLANNING BOARD
February 5, 2004

A meeting of the Nashua City Planning Board, for the East Hollis Street Area Plan was held on Thursday, February 5, 2004 at **6:00 PM** in the Auditorium at City Hall

Bette Lasky, Chair conducted the meeting.

Members present were: Mayor Streeter (in Audience)
Bette Lasky, Chair
Ken Dufour, Vice Chair
Mike Lowe, Mayor's Representative
Ald. Richard LaRose, Ald. Rep. (in Aud)
Ald. Kathryn Vitale
Steve Dookran
Steve Farkas

Also present: Kathy Hersh, Community Dev. Director
Mike Yeomans, Deputy Planning Manager
Rick Sawyer, Planner III
Karen Berchtold, Planner II
Howard Coppari, Planner I

Public Hearing - East Hollis Street Master Plan:

Mrs. Lasky stated that the review of the East Hollis Street Area Master Plan is to be approved as an Element of the City of Nashua Master Plan. The East Hollis Street Area Master Plan shall serve to set the overall goals, policies, programs and implementation strategies for development of the area, including land use, transportation, public improvements, community facilities and economic development.

She said that the boundaries of the East Hollis Street Area Master Plan is defined as west to east from Spruce Street to the Merrimack River, and north to south from the Nashua River to Bowers Street. She also said that the plan is on file with the Community Development Division at City Hall, and at the Nashua Public Library.

She said the public hearing is the culmination of over seven months of review and meetings with the steering committee, and three public meetings with residents of the area.

Mayor Bernard Streeter, City of Nashua. The Mayor thanked everyone involved in the plan and for attending the public workshops, and has provided a lot of important observations about this area. This

NCPB

February 5, 2004

Page 2

area hosts historic industrial buildings, rail infrastructure,

NCPB

February 5, 2004

Page 3

diverse employment sites, and long-standing neighborhoods. He said there is a tremendous amount of potential for trail development and riverfront access. Attention to this area is long overdue.

Mayor Streeter said that the long range plans bring together diverse components. Transportation, housing and economic development come together to achieve this vision. He said that long range master plans happen over many years, but they yield visible results along the way. The Mayor thanked everyone providing public input into the plan, as well as the committee members, the Community Development Department, and the consultants.

Karen Berchtold, Planner II. Mrs. Berchtold reiterated the gratitude she has to the committee members and everyone else involved with the plan.

Gretchen Von Grossmann, Principal, Von Grossman & Company. Ms. Von Grossman said this is the culmination of the East Hollis Street Area Master Plan. She said Craig Seymour of RKG Associates, Inc. headed up the economic development portion of the team, Joe Kopaskie of Howard/Stein-Hudson Associates, Inc. took the lead on transportation planning and engineering, Michael Radner of Michael Radner Design was the landscape architect, and took the lead on open space issues, and SAS Design reviewed urban design and did some computer images.

She said that the agenda tonight is to go through the evolution of the plan, starting with the origins of the study, why we pursued the plan, the existing conditions, the process for developing the plan, stages and thoughts of the plan, and the vision for today, where implementation begins on the plan, and the vision for tomorrow, which is a long term vision twenty to thirty years from now.

Ms. Von Grossman said the study originated from the City of Nashua Master Plan. This area was identified as an area for opportunity to look at new uses, and to improve the area. There was some land use inconsistencies, and the transportation infrastructure in the area is overwhelmed, and also that this area had been identified as a potential area for a future rail station, and the implications of that.

She said the study area is defined as the boundaries of Spruce and Harbor Streets, Bowers Street, and the rivers. This includes a good portion of the East Hollis Street corridor leading up to the Taylor Falls Bridge, and the Bridge Street segment connecting to Canal Street, Temple Street, and the railroad corridors.

NCPB

February 5, 2004

Page 4

She said some of the existing conditions include some landmark buildings such as a church, the Henry Hanger building, some chimney stacks, a range of residential areas including Crown Hill, the Acre, some industrial uses, a range of retail uses including some new fast food restaurants, some neighborhood retail, open space and streetscape conditions, some inconsistent walkway and sidewalk areas for pedestrians, and some opportunities for waterfront open space that have not been taken advantage of yet.

She said that they have developed a computer model of the area, and she pointed out the streets and the study area. She said some sub-districts can be identified. The East Hollis Street corridor is a very important roadway corridor, very inconsistent in nature, with some brand new uses and older uses, parking lots.

She identified an area called the "acre", an older residential area with some potentially historic buildings and the McElwain complex, an attractive, older brick industrial building. She identified Jackson Square, a tight-knit older residential neighborhood with some potential historic properties, with some business and industrial uses mixed in there.

She pointed out the "alphabet" streets, with residential and business uses mixed in. She identified the waterfront, a large business and industrial use, with some city-owned property with a lot of potential. She identified the Crown Street industrial area, with a mix of businesses and housing mixed in. She identified the Crown Hill neighborhood, the edge of the study area.

Ms. Von Grossman said the East Hollis Street corridor is the spine on which this district operates, and the degree of improvements thereon will affect the entire district.

She said the process included a steering committee, in which there were seven meetings. Their input was tremendous. Also, she said there were three public meetings, and an incredible amount of information was given by the citizens involved. She said that some valuable information was gathered, which helped to shape the entire study.

She said a lot of interviews and informal meetings were completed with City departments and business and landowners.

Joe Kopaskie, Howard/Stein-Hudson Associates, Inc. Mr. Kopaskie said that as the study was done, there was a need to increase existing road capacity in the area. He said that East Hollis

Street is a major east-west corridor, and they looked at the roadway in terms of how the capacity could be increased within the existing constraints of the right-of-way to accommodate both the existing and growing traffic. He said they would use access management to the properties to minimize conflict points along the street, traffic signals, increase the thru-put from the main roadways, and looked at re-stripping and adding turn lanes. He said they also reviewed transit, and how the existing bus service could be expanded, and what potential connections could be done if the train station were to be put in. He said they also looked at the pedestrian and bicycle environments, as alternate modes of transportation in the area. He said they focused on the existing confines of the roadway.

Craig Seymour, RKG Associates, Inc. Mr. Seymour said their role was to understand the economic fabric of the neighborhood, and how it relates to the overall community and the region. He said they undertook an in-depth look at the existing conditions, such as demographics, income and employment levels from not only the study area, but also for Nashua and the Southern New Hampshire region. He said they used a property analysis from the city Assessor's database to better understand the area on an individual property basis. He said this was their foundation of their study.

Mr. Seymour said the results of their report looked at both the demand for today, as well as in the future. He said it looked at some policies for maintaining affordable housing, and that the historic buildings are included. He said the neighborhood is an eclectic mix of uses, mainly incubator businesses. He said a building products cluster, such as the lumberyard and Corriveau-Routhier is there to draw people from the region. He said the plan needed to draw upon the small business focus and have it be an integral part of the future.

He said that creating a mixed use character is important, to have an area where people work where they live and live where they work, to make sure there is a mix. This ties into potential future transit opportunities, because people can come and go, but also live there and have a variety of employment opportunities as well as retail and service uses.

He said that reusing historic properties is important to the plan, as they serve as a foundation to tie the city to its past, and also they can be redeveloped into an economic fashion into a productive use.

NCPB

February 5, 2004

Page 6

He said they took the economic analysis and can implement transit oriented development, or smart growth, where pedestrian and public transit opportunities are looked at without driving in your car and putting more strain on the roadway network.

He said that for the overall average density of housing in other cities with transit oriented developments, the number of people living in the area near transit increases, which supports the retail and other service businesses in the area, and provides a ready work force for the manufacturing and office businesses in the area.

Ms. Von Grossman said a study of these transit oriented development prototypes in Portland, Oregon indicates an example of the housing and a major park that is integrated in the overall development. She said transit oriented developments are really a mix of housing, businesses and open space and are planned to create a wonderful place to live and work.

She said she would like to re-iterate a couple of strategies that are integrated into the plan. First, focus on what is implementable, like what can be achieved in a relatively short term, to really make concrete improvements in the district, real things people can see that will benefit them today. She said that transportation, economic development and urban design, what can be done to improve the streetscape, aesthetic improvements that will make the area more attractive.

She said there are nine elements to the plan. They are traffic improvements, refining the zoning, aesthetics, looking at ways to improve maintenance and infrastructure, expanding the open space network, looking at reuse of historic properties, adding community facilities, promoting economic development and looking at whether a rail station would come on line in the future, what would it take to integrate it into the district, and how to implement a smart growth policy into the district.

Joe Kopaskie. Mr. Kopaskie said they are trying to focus on items that can be implemented easily and within the existing right-of-way. He pointed out the Taylor Falls Bridge, Bridge Street into Canal Street, East Hollis Street, we are looking into incorporating left turn pockets on both Bridge Street and East Hollis Street, between Belknap and E Street on Bridge Street, and between Belknap Street and E Street on East Hollis Street.

He said this will help to pull cars out of the way that are turning left into the facilities like the Dunkin Donuts and the Shell Station, and out of the thru traffic in the area. He said that one of the things they want to do with the left turn pockets is to maintain the existing parking in the area, because the small businesses rely on the on-street parking to support them.

He said they would add a left turn pocket at Temple Street to pull the traffic out of the way as the thru traffic goes by.

He said they looked at traffic signal improvements at a number of locations, by re-timing the existing traffic signals to help with the thru-put on the intersection; there is a lot of wasted time within the signal systems. He said they identified at the East Hollis Street, Harbor Street, Spruce Street intersection where traffic signal timing can be improved, also, some traffic signal timing improvements can be made at Bridge Street/Amory Street, as well as Bridge Street/Chandler Street.

He said they also see some traffic improvement timing and phasing outside the study area, one in Hudson at Rt. 102 and Rt. 111; and the intersection at East Hollis Street and Main Street.

He said they are considering installing a new traffic signal at East Hollis Street and Allds Street, and relocating the left turns at Arlington Street to that location, forcing all the left turn movements at Allds Street, rather than pushing them down to Arlington Street. He said with these improvements, it will enhance the existing transportation infrastructure that is out there today, and it will result in an increase in capacity and a reduction in delay.

Ms. Von Grossman said there are improvements to the public realm. First and foremost is to organize and implement a street tree program. One of the easiest ways to change the character of a district is to plant street trees along the sidewalk.

She said the second one is that the City is acquiring rail rights-of-way within the district that have been abandoned, and are moving forward to try to implement a trails program. This is an important open space feature, but also for recreation and transportation, biking and walking.

She said there is an incredible opportunity to create a gateway park here on the riverfront, and to connect that to a larger waterfront trail network.

NCPB

February 5, 2004

Page 8

She said another improvement is looking at all the intersections to create safer pedestrian crossings using signage, lighting and striping. She said this location in particular has had some accidents in the past few years, and the city has already made some improvements to make it more noticeable that it is a pedestrian crossing, and that vehicles have to stop and look for pedestrians.

She said there is a chance to create open space in the residential areas. She identified the only park that is located on Bridge Street. She asked about the other residential areas, like Crown Hill, Alphabet, south of East Hollis/Crown Street area - look for opportunities to create playground there as well.

She said for land use, the goals and objectives were to improve what is already there. The Master Plan identifies a desire for smart growth and for mixed use developments that was reiterated at the public meetings. She pointed out on a map that the only change they recommend to the zoning is to add an area (identified by striping) that would be a mixed use overlay to existing zoning. This overlay would allow for a wider range of uses and mixed use in the district in addition to the uses that are already permitted there.

Ms. Von Grossman identified the red asterisks on a map. She identified them as key properties as part of the plan, which are Triangle Pacific, 29 Crown Street, Henry Hangar, St. Kasimir's Church and McElwain are some of the landmark historic buildings that have great opportunities for re-use, and certainly need to be preserved because they help create the character of the district. She also pointed out the Capital Plumbing site and Riverside are important waterfront sites, in the future there is a tremendous potential for re-use.

She said part of the vision is the future rail station. Currently under development right now is the extension of the MTBA Lowell Line to south Nashua, this is Phase one of rail project. As part of Phase two, the rail line is proposed to be extended from South Nashua to Manchester, and there could be one or more stations along the way. One of the locations suggested would be the East Hollis Street area, to see if it made sense and how it may work.

She said they started with five locations. She pointed out on a map some black lines, which are railways coming through the district, one of which is an abandoned railway line which is a possibility. She said two of the sites were eliminated early on in the study, as they were not good opportunities for stations. She

NCPB

February 5, 2004

Page 9

said there are spurs off of the line going up to Manchester that would cause operational inefficiencies.

She said that they focused on three other locations. She pointed out one line location that would be central to the district. She said one location at the waterfront is central to the area, but is less advantageous because it would take up important waterfront property with the rail station.

She identified a location that was very attractive because it has a couple historic buildings adjacent to it, and there is an opportunity for historic re-use, and if the train station were to go there, it required the least amount of infrastructure improvements for a rail station.

She said another side study was performed that looked at the possibility of realigning the rail so it no longer went through the center of the district, but after further study, it did not appear feasible.

Ms. Von Grossman said NRPC has developed a vision for this station that it would be more of a neighborhood station, for commuters, with a substantial amount of parking. This station was looked at more as a neighborhood station that people would walk or bike to the station, there wouldn't be very much parking, to minimize the impact to the neighborhood.

She pointed out a rendering of how the station at the Crown Street location might look, it's an example of potential re-use of the Triangle Pacific site in the future; it might be a mixed use development with housing and retail. She indicated potential locations for the train platforms, and there may be additional housing and open space. There may be an opportunity for buses to drop people off. She said it is a rough sketch of how the rail station might look.

She said for maintenance and infrastructure in the district, these topics were heard often at the public meetings. It is an important priority for this district. She said there needs to be improvements in street sweeping, snow removal, trash collection, basically the everyday things that change the character of the district. Also, there are needed improvements in the water and sewer system in the district, and Pennichuck Water Works is moving forward on this issue to improve the water mains.

NCPB

February 5, 2004

Page 10

She said it is a priority to work with Guilford on the freight rail noise at the switching yards in the district.

She said re-use of historic properties, many of which are identified with the red asterisks on the plan, is important. She pointed out the Henry Hanger building, and what it may look like with residential re-use. However, this may be a long time in the future because Henry Hanger is a successful business at this time, but the important thing is to preserve the building as an important landmark in the district.

She also pointed out on a drawing a view down Temple Street, and pointed out the McElwain complex, with potential re-use in the future. It is important to pay attention to certain properties for re-use in the future.

She said for community facilities, this district has very few community facilities or city offices of any kind located in the district. She said the city is already studying where a new fire station may be located in the district, and there may be opportunities for other city offices to locate somewhere in the district.

Craig Seymour. Mr. Seymour asked what the city could do to enhance economic development. He said one strategy would be to lead the coordination effort among the existing businesses, helping them to grow, prosper and expand. He said another would be to look into a tax increment financing district, as this area grows, you could use that growth of the added economic value to pay for the necessary infrastructure on the front end. He said the most important point is that the area needs to create an identity for the district, so that people refer to the neighborhood consistently, and recognize it as a spot in the city where exciting growth is taking place.

Michael Radner. Mr. Radner said he was brought on to analyze the open space, to identify potential development opportunities of open space, and also to look at some streetscape implementation guidelines. He said the whole neighborhood is deficient in developable open space. He said there is a great waterfront, and tremendous potential along the river, and great natural resources that can be taken advantage of.

He said another resource that is important is the railroad corridors, which provide an opportunity for rail trails.

NCPB

February 5, 2004

Page 11

He said the creation of a streetscape would certainly enhance the East Hollis Street district. He said the measure of a great city is how the streets tie existing and proposed open spaces together to form a networked series of public spaces.

He said one recommendation is to continue the acquisition of railroad rights-of-way to convert them into recreation paths. These would be great for pedestrians, bicyclists, roller bladers, and skateboarders. These paths can be used to connect major open spaces, such as the riverfront, new plazas, new pocket parks, and the potential for a new train station.

He said this network provides breaks from the urban grid, but has the potential to reduce automobile trips and air pollution, and potentially increase the physical well being of the citizens of Nashua.

Mr. Radner said planning for the waterfront open space network is necessary. He said it needs to be formalized for potential for a waterfront park near the Taylor Falls Bridge. The potential to create new play space near the acre neighborhood is important, too.

He said for the streetscape guidelines, there are three goals: identity, functionality and activity. For identity, it is important as an economic development tool, for the streetscape, the elements need to be designed to be consistent with the industrial and cultural history of the district.

He said for functionality, streetscape elements need to be selected for their affordability, durability and ease of maintenance. He said for activity, people are drawn to places where there are other people. It is important that public spaces are designed to create comfortable environments, but also need to be coordinated with respect to other types of land uses such as restaurants, housing, entertainment venues and offices, to bring activity and life to the street.

He said they have created a hierarchy of street types. He pointed out two types of street hierarchy, such as East Hollis Street, Bridge Street, a potential for a main street type of development, where there would be a wider right-of-way, and would allow for a wider sidewalks, street trees, bike lanes and on-street parking.

He said regarding the tree species, there are recommendations of species of street trees that are tolerant of urban conditions, and will provide shade and seasonal color.

NCPB

February 5, 2004

Page 12

Mr. Radner showed a slide of Crown Street, and he pointed out the lack of definition on the street, with the inconsistent sidewalks, wide curb cuts, and a pavement width wider than it needs to be. He said there are no street trees. He indicated a proposed condition where street trees, sidewalks, narrowing down the curb cuts, and would do it without sacrificing on-street parking.

Ms. Von Grossman asked how all of these different elements can occur. She said it was developed in a modular format, in which very few of the projects are dependent on any other project in the area. She said they can happen at any time, but it's anticipated that the money to address these elements could come from a combination of public and private sources, and would require public/private teamwork to make these elements happen.

She said they would have a phased approach, in which the design and construction will take place over a series of years. She said some of the elements are part of the capital plan, and are already well underway to be implemented. She said mainly the major cost in the implementation plan are for streetscape elements, such as sidewalks and street trees, but these will help shape the character of the district and make it look attractive.

She said the traffic improvements will be a relatively low cost to bring about, and won't take a lot of time to do, in terms of design or engineering.

She said that concludes the vision for today. She said there is also a vision for tomorrow, which is a twenty to thirty year vision for what could happen in the district over a long period of time. She said they looked at more options for infrastructure improvements, more of a wider viewpoint for how to implement transit oriented development in the district, and what could be studied into the future to make these things happen.

She pointed out East Hollis Street, and Bridge Street, these streets were looked at in the focus for regional traffic, from Route 3 across Nashua to Hudson and beyond and back, high volume traffic streets. She said they focused on Temple Street into the future becoming perhaps the major pedestrian spine that links the Main Street area into the East Hollis Street district.

She said another aspect they looked at is the potential for high speed rail in the future. If this were to happen, Nashua could become a major transportation center, with high speed connections to New York and Montreal.

NCPB

February 5, 2004

Page 13

She identified an idea for how the waterfront could be re-developed. It could be used for an institutional campus, a college or a hospital, or residential use.

She said there is an opportunity to create a roadway in back of Jackson Square to create access and additional parking in that neighborhood. She said they looked at ways to relieve traffic on East Hollis Street and Bridge Street, by adding an additional north-south connector, or two, one connecting through to Allds Street, and one going from East Hollis Street to Bridge Street. She said they removed the "x" and replaced it with a roundabout at the end of the Taylor Falls Bridge, because it is more attractive gateway into the district.

She said they looked at possibilities for new housing on some of the parcels throughout the area. In terms of land use, the mixed use core that is part of the vision for today is in place, but they have looked to expanding the residential use from this area to the downtown to the waterfront. She said they have looked at new opportunities for industrial and commercial cores along the waterfront to make them more consistent.

She said for the next steps, now the Planning Board will consider the plan, and vote to approve either in whole or in part, and then that vote will be reviewed by the Board of Aldermen, and they will vote to adopt that recommendation or not. Then, implementation of portions of the plan may begin, and the plan can move forward.

Mrs. Lasky thanked the consultants for their time, energy and efforts in preparing this plan, and working with the neighborhood.

SPEAKING IN FAVOR OF THE PLAN:

No one.

SPEAKING IN OPPOSITION OR WITH CONCERN OF THE PLAN:

Mr. Steven Bonnette. Mr. Bonnette said he is involved with the Riverside Properties and some on the Crown Hill area. He said the plan was well presented. He said the issue he has is with the railroad trains. He said the traffic gets backed up with the trains, and now we're talking about adding additional rail traffic through the area.

Secondly, in moving the rail station to the Triangle Pacific area, there's this idea that if you build this rail station and don't

provide any parking they'll walk to it, but rather people will flood the neighborhood and park on the side streets.

The other issue is that as we implement this plan, properties such as ours (Riverside Properties) we have commercial, or incubator space, and we wonder ten years from now, where does it leave our development.

Mr. Thomas Levesque, Tom's Barber Shop, East Hollis Street. Mr. Levesque said that if the rail station is ever built, it should be named in honor of former Governor Hugh Gregg. He said for the train station, people will come, but they will drive their cars. He has concerns with the Belknap intersections, on a highly traveled area, this is a major problem. He said that Temple Street and Pearl Street are greatly underused as far as traffic flow goes.

He said the traffic report, on page 17, it talks about reorganization of the Hudson streets. The traffic in Hudson is where the major problem with the trains comes from. He said the traffic back up is all the way to Main Street.

He said on page 21, the report indicates to work towards an 80 foot wide right of way on East Hollis Street. He said that would take up a lot of people's businesses and properties.

He said on page 20, the report states that the next bridge is ten miles to the north in Manchester, and didn't realize that Manchester had moved.

He said on page 23, the report states "pursue on-street, overnight parking within the district", he said the police and fire departments would never condone that.

He said on page 24, where the report states, "in the near term, demand for new commercial space is likely to be limited". He said the corner of East Hollis Street and Spruce Streets, where there are four new businesses.

He said on page 27, the report states that allowing for lower parking requirements creating more space for other uses, allowing a density bonus for meeting a threshold of affordable units - that is to be commendable, but not for people who have no parking areas.

He said on page 28, maintenance and infrastructure, he said that Kinsley Street has problems with cars parked on the side of the street, especially after snowstorms.

NCPB

February 5, 2004

Page 15

He said the best location for the rail station would be the former Ingersoll Rand Plant, which is a little further out of the district, but there is better parking.

Mr. Kevin Milligan, 15 Reservoir Street, Downtown Lincoln Mercury. Mr. Milligan said the roads that lead up to and leave from this proposed area, there's no changes to them, it will bottleneck the area and increase the traffic flow. He said his second point is that of the railroad access. He said he owns approximately 700 linear feet of frontage along the railroad. One lot is for employee parking, about thirty cars park there, and now they would be on the street should that railroad area be taken.

He said his other point to consider is two-fold. First, the railroad beds are behind tall buildings, and could cause a place for illicit and dangerous behavior. He said the railroad bicycle path that runs west of Main Street has a limited amount of use. He said maybe the best use is to help the abutters to create a green space area.

He said the railroad beds run parallel to East Hollis Street. As a result, there are other crossovers that will create a safety issue with people crossing where there is no expectation of pedestrians crossing.

He said that his last point is to reiterate what prior speakers said, in that the road to somewhere is paved with good intentions. He said the vast majority of the people who live in this area also work in the area. He said a lot of people will drive to this area, and traffic will become an issue in this neighborhood.

Mr. Thomas Kudzma, Trustee and Treasurer, Independence Rowing Club Inc. Mr. Kudzma said the club was founded in 1975 by and for active competitors who were unable to continue training due to loss of their boathouse. They compete at national and Olympic levels. Money was raised to fully purchase land on the Merrimack River at 75 Crown Street, which they will never be evicted. They bought their own equipment. They began to reserve proceeds to have a permanent boathouse. Also, they enlisted the help of the national rowing foundation for further donations only going to this use. Finally, they brought infrastructure to the site, paid fees, and constructed the seasonal dock and float.

He said they have been to two of the three public meetings at Spartans Hall. He notes many items that are of concern, first, development of the waterfront, page 61. He said there are many

issues that the police department have to work with, as well as the Army Corps of Engineers, which has jurisdiction over the water, including passage thereon. He asked if the consultants have examined private riparian and dike ownership.

He said the report said the city wants to provide direct access to the waters edge, fully ADA compliant (American's with Disabilities Act). He asked if the consultants ever examine the topography of the bank, the width of the dike easement, roll of the bank, and the recent stretches of mitigated asbestos deposits. He said the water was deemed inaccessible by the Assessor's Department. Many fisherman use the bank with great difficulty.

He asked about the nodes of entry to the waterfront at major buildings, and asked what major buildings these were. He asked about places to sit. When Parks and Recreation installed park benches and tables along the dike, what happened to them?

Mr. Kudzma asked about places to launch a boat, and asked if the consultants investigated the topography, and did they learn about suitable dependable water depth for launching?

He said that the report indicates that there should be one linear foot of seating for every thirty square feet of plaza or park space. What is the extent of this, and who will maintain the seating?

He asked about shared parking, page 23, on Crown Street. He asked about the root cause of the shortage of residential parking? Who will pay for the maintenance and liability and plowing of these lots? He asked if this such a use a taking?

He asked about green space and wooded areas. He said that page 31 mentions a creation of a waterfront park, but this requires clearing in an established forested area. He said that the map on page 49 notes that "public open space corridors should be preserved along the waterfront". He said the map opposite page 46 intends "creating waterfront industrial uses". He asked if the consultants detect an inconsistent message here.

He asked about the waterfront industrial uses revisited. He said that nearly all maps in volume two in the proposal reveal streets that were not discussed in the three public meetings. Of prime importance to the rowing club is the new industrial loop that would parallel the dike to the south of Crown Street through the boathouse foundation and encircle the property of Coding Systems,

going through its office and laboratory, and return to the Taylor's Falls Roundabout. This road is supposed to create waterfront industrial uses in the encircled area south of Crown Street. He asked if the consultant is aware of the main sewer interceptor line that goes diagonal across this area with a sixty-foot easement? He asked if the consultant is aware of asbestos and industrial waste that DES has located in this area? He asked if they located a proposal for the construction of Lois Lane through this area to access interior lots to provide with street frontage? How can they justify taking private property, which includes dedicated riparian conservation easements, a boathouse belonging to a charitable organization, one of two maintained open spaces at the end of Crown Street, and the costly foundation to construct the same elsewhere at public expense? Also, why was the owner not notified of this park of the proposal? The Independence Rowing Club asks the Planning Board to not approve the conceptual plan until these questions and others like them are satisfactorily answered.

Mrs. Lasky asked why Mr. Kudzma said conceptual in quotes.

Mr. Kudzma said that after twenty-two years serving on Planning and Zoning Boards in Nashua, after the Board has approved a conceptual plan, you are stuck with it.

Mrs. Lasky disagreed. She said these plans are a vision, they are not going to be implemented soon. She appreciates his input, and wanted Mr. Kudzma to keep his comments in perspective.

Nancy Gorczyca, Corriveau Routhier, Inc. Ms. Gorsicka said her family has owned Corriveau Routhier since the 1940's. She said that with Henry Hanger and Chagnon Lumber, there may be second or third generations of family members to keep those businesses going. She understands the consultant's view of underused properties, but said she owns the property and they pay taxes on it. She said she is in favor of the plan, generally the short-term issues.

She said the treescapes are beautiful, but what has happened to the telephone poles and transformers, and the railroad tracks? She said if we accept this plan, and her family decides to sell the property in forty years, is she stuck because her entire property on the opposite side of the showroom on Temple Street becomes a roadway?

Mr. Victor Dossi, 39 Bridge Street. Mr. Dossi said he owns a building and a small business. He said it is not clear if the study was funded by the Department of Transportation. He said

therefore, the railroad station and railroad lines will go against the aims of the study which is to improve traffic. He said he cannot see how a railroad commuter rail will exist and improve traffic at the same time.

He also said the vision for tomorrow eliminates a lot of small businesses. He thinks that a lot of small businesses would have to move, including his. He said that 97% of the small businesses that move never open up again. He would like the Planning Board study this plan, not for the railroads. He said he is for the increase of the mixed use of the area, so the people can make full use of their properties.

Mrs. Lasky asked if the funding of this plan can be further explained.

Mrs. Berchtold said the bulk of the study was funded by the Federal Transit Administration. In relation to land use, in addition, the contract was amended to include more meetings with business owners and that came from a grant for Downtown Planning.

Mrs. Hersh said about \$6,500 that were Federal funds, for Economic Development Initiative Funds to focus on downtown.

Mrs. Berchtold said that the division submitted this plan several times for city funding, and didn't receive it, so we looked for outside sources.

Mr. Gene Harrington, Nashua Farmers Exchange, 38 1/2 Bridge Street. Mr. Harrington said he is glad the plan is here. They have been in business for over seventy years. He asked about the map opposite page 16, the last one down, number 9, lists a new signal on Canal Street at Chandler Street. He said there is an existing signal there, and questioned what is new about it. He said that it may be a timing change, but it is not listed as that either.

Mrs. Lasky asked if these are to accommodate a new left turn.

Mr. Kopaskie said at this intersection, it was envisioned to re-time the intersection and to re-stripe. He said it is not a new signal.

Mr. Harrington asked about the map with trees. He said many of the tree locations are where people have driveway access. He said at their facility, a tractor trailer truck took almost their whole frontage to back into their loading dock. He said most of the

industries in the area went in before modern conveniences. They were oriented at rail locations. He said there is not enough room to turn a tractor-trailer around between our building and the street. He said if the driveway were to be made narrower, it would be even more difficult for trucks.

He mentioned on page 27, reducing the parking requirements in the district. He said that no more than one parking space per residential unit shall be allowed. He doesn't see how this will work.

Mr. Chris Eckler, Jackson Square. Mr. Eckler said he was on the steering committee, and sees both sides. He said because the plans are broad, people should keep in mind that we don't consider our properties under-utilized. He said the trails along the river are beautiful. He is concerned that anything is done to increase liability to the property owners, and so that trees are not removed. Mainly, he said he is here to support the plan.

Mrs. Lasky wanted to make it clear that if any of the vision is implemented, it will have to go through the normal process in the city. She said no one is taking away anyone's property. Before anything is implemented, approval by various agencies will be required.

Sara Osborne, 6 Sagamore Road. Ms. Osborne said many years ago she was the Chair of the Heritage Trail. She said their vision was to do the walk along the river. She said there would be a beautiful site for canoes and kayaks. She said the area has beautiful trees and property values will increase. She said if we work together, the area will be beautiful.

Mrs. Lasky asked if anyone had any further questions to ask, but said that there is the regular meeting after the East Hollis plan.

Mr. Lowe said short-term this plan works, but has concerns about the long-term vision.

Mr. Dufour said it seems like there is some disconnect, because all the people who came up have a lot of concerns about the future viability of their land and neighborhood. He thinks there should have been another connection with the neighborhood before coming to this meeting tonight. He thinks the people should have another meeting with the consultant before coming back. He said that to approve this plan, with all the business owners concerns not addressed, concerns him.

Mrs. Lasky agreed.

Mr. Dufour said people come to see the finished product, and people have to go to all the meetings to follow through.

Mrs. Lasky said at this point, comments may be made in general about the plan. She said this plan will not be approved this evening, and was not planned to be approved this evening, it was planned to get public input.

Mrs. Hersh said that she too was on the steering committee, and went to all of the public meetings. She said it was a very interesting process, because from the first meeting, there were concerns about the focus on the rail station, and some of the direction that the plan was going in. She said they came back at the second meeting, and continued the discussions, got more input, and went back to a third public meeting. She said we added money to address concerns of the small businesses that couldn't be addressed in a forum where there were a lot of residents. She said at the last public hearing, people got up and said that their concerns were addressed. She said the short term issues were addressed, but the long term issues needed more discussions. She said it is a very challenging area, it is dynamic, and there are a lot of unknown issues.

Mrs. Lasky asked Mrs. Hersh if the short-term aspect can be brought forth.

Mrs. Hersh replied that maybe that is the best thing to do, and take that step, keep the documentation, and review the plan five years from now. She thanked everyone involved with the plan.

Mrs. Lasky said that what makes this area so dynamic is the diversity of the area. She said it is a neighborhood that everyone has grown to respect and nurture. She is not sure when there will be a vote on the plan, there is no rush, and they are not voting on it this evening.

Ald. Kathy Vitale. Ms. Vitale asked if were to be appropriate if some of the questions that have been asked tonight be addressed by the consultants and bring those answers forward.

Mrs. Lasky said at some point a decision will be made on whether there will be another public meeting, which is up to staff. She suggested getting in touch with the Community Development Division staff, or to any of the people who have spoken tonight.

NCPB
February 5, 2004
Page 21

Mr. Lowe said the minutes of this meeting will be available within a week or two, and all the questions asked will be in the minutes, and available on the web, which is www.gonashua.com.

Mrs. Lasky thanked everyone for their participation, and that this process won't end here, and ultimately a plan will come up in the future.

ADJOURN

MOTION by Mr. Dufour, at 8:00 p.m.

SECONDED by Mr. Farkas.

APPROVED: _____
Bette Lasky, Chair, Nashua City Planning Board

TAPES OF THIS MEETING ARE AVAILABLE FOR LISTENING DURING REGULAR OFFICE HOURS.

COPIES OF TAPES MAY BE MADE AVAILABLE UPON 48 HOURS ADVANCED NOTICE AND PAYMENT OF THE FEE.